

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

June 5, 2007

**Aldermen Osborne,
O'Neil, Shea, Roy, Long**

4:00 PM

**Aldermanic Chambers
City Hall (3rd Floor)**

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Aldermen Osborne, O'Neil (arrived late), Shea, Roy, Long

Absent: Alderman O'Neil (attending wake)

Messrs: T. Soucy, T. White, J. Davenport, B. Stanley, D. Walsh, M. Lussier,
and J. Hoben.

3. Monthly update from the Public Health Director.

Mr. Tim Soucy, Public Health Director, addressed the committee stating in light of the media coverage over the past week on the gentleman from Atlanta who flew over to Greece with TB, I figured I would take today's opportunity to give you a little bit of information on TB, on what the different forms of TB are that you have been hearing of in the media and to tell you a little bit about what the Health Department does for TB control in the city every day that you probably weren't aware of. TB is an infectious disease spread from person to person. It's caused by a bacteria called micro-bacterium tuberculosis. Primarily it's a disease of the lungs, but you can actually get TB in many organs in your system. We are most concerned when TB gets into the lungs because when someone who has active TB coughs, sings, talks they can spread the TB via droplets to other people, and that's when it becomes a concern. At the end of the 19th century TB used to kill about one in seven people in the US and in Europe. Even today it's the leading cause of infectious disease around the world. It's estimated that about 30 million people around the world have TB. Even though we don't see it every day, it's still very, very active around the world. What happens if you are exposed to TB. Really three things. One nothing happens. If you recall from the media reports from the gentleman who was on the plane, they really only were concerned with the people

who were in the immediate vicinity and for someone who had prolonged contact, meaning greater than eight hours to this particular patient. So the bulk of time if you contacted someone who had active TB, the chances of you becoming infected are relatively low. If the bacteria does make its way into your system, typically the body can fight off the infection and it becomes dormant in the body and it becomes what we call latent TB infection LTBI. The TB is always there. If you were to have a skin test which we will talk about, it will show you for being positive for TB, and I'll explain in a second what that means. The third case is, you actually develop active TB and you become infectious. And those are the ones that are the smallest percentage but the greatest concern to all of us. How do you know if you have TB? Probably everyone in this room at one point or another has had a TB test. They essentially do what is termed a time test on your arms, and if you get a reaction to it, it means that at some point in your life you have been exposed to TB. Once that happens, if you have a reaction during this test, you automatically become part of our caseload and we will follow you to figure out whether you have latent infection, meaning you are not a risk to anyone, or whether you have active infection. We typically do that by getting someone seen by a pulmonary specialist. They do a chest x-ray and then we can weed out most of the people and figure out whether they are active or whether they have latent TB infection. If there is some concern, then we have the patient produce sputums, which we send up to the lab, which they will attempt to grow the bacteria on. Usually a sputum positive case means that someone is active and has TB and someone we should be concerned with. Those are the way we diagnose it. For folks that are symptomatic there are some telltale symbols. Obviously they are coughing quite frequently - coughing blood. They have night sweats, weight loss, fever, so there are some symptoms, but once again, the majority of people have this latent TB meaning they have been exposed to it at some point but they are not currently infectious. In fiscal year '06 the Health Department did about 900 TB tests at the Health Department. These are typically for new arrivals to the country, refugees that come into the country. A lot of people actually come to the Health Department to get a TB test for employment purposes. If you are going to work in a health field typically you are required to get a TB test. If we do identify someone who may be an active case we will do a contact investigation and have those close contacts come in for a TB test to see if the infection has gone any greater, to more people than we want. How do we treat it? If you have that latent TB, you are going to be put on one drug therapy for nine months. So you will take one drug for nine months, that kills this bacteria in your body and then we are not worried about it resurfacing at some point. If you have active TB we put you on four-drug therapy and you are on that for six months. This is how the Health Department protects the public of Manchester from a possible TB patient. Let's say someone comes into our shop for a TB test, and it turns out to be a positive test. We get them in, we see them, and we then refer them to a medical specialist. They have a chest x-ray. If they are not active, they have that latent TB, we would

put them into our caseload, which means at least a couple times a month our nurses will visit them, will contact them by phone, will go to the home, check them, make sure they're not symptomatic. We'll do pill counts to make sure they're actually taking their medication properly so that this latent TB doesn't turn into an active TB. Our current caseload is about 180 people in that category currently in the City. If someone were to have a positive chest x-ray...we did the sputum samples, got them up to the lab, and this was indeed an active TB patient, we would do what we call DAT, Directly Absorbed Therapy, meaning our nurses go to the home every single day and watch this person take their medication, to assure that they are not becoming a public health hazard. I actually brought a prop today, and if you happened to see the interview with the patient on TV, WXBI-TV, you saw that he was wearing a mask; the people talking to him were wearing a mask. This is called an M-95. It's sort of a souped up surgical mask, if you will, that will protect you from airborne contaminants. To give you the science of it, it protects you from 99% of particles that are 0.3 microns in size or smaller. That's pretty small stuff. If someone's coughing and you have this on, it protects you more than a surgical mask would. So, all of our staff are fit-tested to M-95's, and when our nurses go to do DAT, they need to wear one of these to make sure that they're being protected as well. We currently in the City have anywhere between...we currently have two cases of active TB. Sometimes that caseload goes from two to five cases in any given year of folks in the City with active TB that we would do this DAT on. To put it all into perspective, in the fiscal year 2006, our community health nurses made over 1,100 home visits to assure that people were complying with their TB regiment, both the active cases and the latent cases, to make sure they do not turn into active cases. That's the simple part. Believe it or not, the TB bacteria is much smarter than we are and over time it changes. It changes for a couple of reasons: When someone is put on a course of medication to cure them of TB, whether they're active or latent, it's very important that they take the entire course of medication. If they only take a portion of it or they don't complete it or they don't take it at all, that bacteria can actually mutate and become resistant to the drugs that we currently use. So there's something called multi-drug resistant TB. This form of TB is resistant to the two primary medications we use, rifampin and INH. When someone has multi-drug resistant TB there is a second line of antibiotics, more powerful antibiotics that we can then use to treat them. It's not the end of the world, but it certainly raises some concerns because they are resistant to our most common medications. This patient you've seen in the media had something called XDR, meaning extensively drug resistant TB, meaning not only is it resistant to the first line of drugs, the rifampin and the INH, but it's also resistant to the second line of drugs. So we have a bacteria that's extremely infectious from person to person, and you don't have a drug that's capable of treating it because the bug is resistant to the antibiotics we have in our arsenal, it becomes a very important public health problem. For the first time since 1963, the Center for Disease Control used a

portion of the US Public Health Service Act to actually isolate and quarantine this person. It was done under a federal statute, primarily because they knew he was going to be moved to Denver, and they didn't want to get into one state's jurisdiction over another. So they actually implemented a federal order, the first time in over 40-45 years that this has occurred. It's pretty rare. The patient that you've heard about on the media is currently being treated in Denver at the top TB hospital in the country. But the prognosis is not always great for the people who have the extremely drug-resistant TB. There's a chance, and I'm not sure about this specific patient, but they may have to remove a portion of the lung to help get rid of the bacteria, the part that's affected. They may look at some new, experimental drugs to help cure, but it's not a real great prognosis. He's in good health. He doesn't appear to be active; he may have the LT, the latent form of it, but has been exposed to it. How he got exposed and what that all means will be played out through an investigation in the next couple of months, but I think sort of the take home message is that the City of Manchester is not removed from TB, and that we currently have active TB cases in the City. We have people with latent TB infection, and it's really through the work of the Health Department and our community health nursing staff that we follow up on these folks, to make sure they're taking their meds, the 1,100 home visits. And I'll tell you that our nurses work Christmas, New Years, Thanksgiving and every other holiday. They're visiting these folks to make sure that they're taking their meds. So it's a little bit of a history of TB for today, what we do in response to TB and how we protect the people of Manchester from TB, and trying to put things in perspective as we talk about some of the drug-resistant strains.

Alderman Smith asked do people that become active, are they from foreign countries or are they from Manchester?

Mr. Soucy responded typically, the majority of the folks who come in that have a positive skin test are usually foreign born. If you remember me saying earlier, TB is still very, very widespread around the world. So it's not uncommon for someone to be exposed to TB in another country, and then come in.

Alderman Smith asked so it would be unusual for someone growing up in Manchester to develop TB?

Mr. Soucy responded at this point in time, it would be pretty rare.

Alderman Long stated with respect to the 2006, the 900 tests you did in 2006, are we assuring our immigrant and refugee population that they're being taken care of with respect to testing and ...

Mr. Soucy stated that's a great question. That's a requirement that all of the new arrivals come through our shop. The three things we do now: I would do TB testing on them. We check their immunization records to make sure they have the immunizations to prevent other things like measles, mumps, and rubella. If not, we bring them up to date on their immunizations. And for the young kids, we do lead screens as well. So we do do the TB testing of all the new arrivals.

Alderman Long asked and at some point do the latent cases disappear, or could it be latent forever?

Mr. Soucy responded it could be latent forever. If you have a skin test and your latent levels show up, then we'll follow you and we'll get you treated. If someone has latent TB and further down the road they become immuni-compromised, they develop cancer and go on immuni-suppression drugs, or they get HIV or some other disease that compromises their immune system, they're much more likely to go from that latent stage to that active stage. So if can catch people when they're latent through the skin testing and get them treated, it's less likely that that will happen.

Alderman Long stated very good, Mr. Soucy, thank you.

Alderman Smith stated I wanted to say that anyone at home who gets the agenda for the Board of Mayor and Aldermen, there are several references that you made that are on the agenda that are part of the report that you submit monthly to the Board of Mayor and Aldermen.

Mr. Soucy stated correct. Our monthly report talks about our communicable diseases and I actually don't believe those numbers reflect TB, but you'll see an increase in the number of communicable diseases overall.

Alderman Lopez asked with the warm weather and the rain and all that, what about mosquitoes, spraying and that?

Mr. Soucy responded actually our intern started yesterday, so we have our summer intern on board. We've begun trapping for mosquitoes this week. We'll be getting a press release out, probably within the next couple of days, reminding the public that if they have questions or concerns they can give us a call at our hotline. The calls will be returned. We'll be collecting birds and we'll be doing our mosquito sampling. We always hold off on spraying until we get some data, typically until we get some positives. Our permit is in place, so if it becomes warranted, we are prepared to do so; we have all the paperwork in line at the State Department of Agriculture. And I'll just once again mention that, should it become warranted as a public health risk to the community, we would need to

come back to the Board to possibly get a contingency to fund the spraying because we don't have those resources available this year. As the season progresses I'll keep you up to date.

Alderman Lopez stated don't let the funding stop us from the safety aspect of it.

Chairman Osborne stated thank you, Mr. Soucy. I'm sure it was very informative and I'm sure the people out there are going to enjoy your visit to us every meeting, here.

Chairman Osborne addressed Item 4 of the agenda:

4. Presentation regarding traffic flows in the area of Hallsville School

Mr. Tim White, Senior Transportation Planner with the Southern New Hampshire Planning Commission, introduced Matt Caron from his staff and Jim Davenport, the principal of Hallsville Elementary School. He stated I appreciate the opportunity to speak with you and the other members of the Committee about our Safe Routes to School project with Hallsville Elementary School. Specifically, I'd like to speak with you this afternoon about the parking and traffic mitigation plan which is part of that project. The Planning Commission has been working with Hallsville Elementary School for about the last year and a half on this Safe Routes to School project. The project was initially coordinated through two meetings with the Manchester School District committees. The progress of the project has been monitored by an advisory group with representatives from Hallsville Elementary School, the parent teacher organization, the City of Manchester staff, as well as the Manchester Police Department. Anyone who's familiar with Hallsville Elementary School is aware of the current traffic congestion and safety issues involving vehicles and students in and around the school, particularly during times of school dismissal. The Safe Routes to School project is designed to directly address that situation. This slide shows the goals of the Safe Routes to School project, specifically to teach children, parents and faculty about the benefits of walking to school and increase the number of children who walk to school; secondly to reduce traffic congestion in and around schools; and finally to increase pedestrian and vehicular safety. I think those last two points are particularly relevant in terms of the current situation at Hallsville. Progress to date on the project: We have administered surveys to Hallsville students and parents. The results of the surveys have been valuable for documenting travel behavior and attitudes of students and parents towards traveling to and from school. We have completed a parking utilization study which was used to determine existing levels of parking near the school and to identify the supply of available parking. We have reviewed infrastructure needs in and around the school. We will be making suggestions for improvements in areas such as signage, crosswalks and sidewalks,

and these suggestions will be coordinated with safe walking routes that will be developed for the Hallsville students. Finally, the traffic and the parking mitigation plan, which is specifically what we wanted to discuss with you this afternoon. The main purpose of the traffic and parking mitigation plan will be to create a safe pick-up and drop-off zone around the school. The plan will utilize portions of Merrill Street, Jewett Street and Hayward Street in the vicinity of the school. The plan will also allow the school to utilize the zone to coordinate school dismissal, traffic, and generally improve safety, and we hope to eventually incorporate the plan with other project elements such as walking instructions for students and safe walking routes to be developed for the Hallsville students. Our main goal is to eliminate the need for students to cross the street in order to get to and from parked cars and the next slide shows the kind of things that we're looking to eliminate during school drop-off and dismissal times at Hallsville. This is essentially a schematic showing the existing parking situation in and around the school. The west and the northern doors, entrances of the school itself and the details also show the existing parking restrictions on Hayward, Jewett and Merrill around the school. The next slide shows the vicinity of the live parking zone that we would like to see created around Hallsville. It would involved the south side of Merrill Street from Jewett Street to the vicinity of the northern school entrance, the east side of Jewett Street between Merrill and Hayward, and the north side of Hayward from Jewett to the eastern end of the school. And I believe that you will be considering the parking modifications required to create this parking zone this afternoon, and I feel that these modifications will be instrumental in increasing safety for students and traffic in and around the school itself. And with that I would be more than happy to answer any questions you have regarding this project.

Alderman Forest asked in reference to this survey and study, who requested this?

Mr. White responded we discussed the methodology for the project with the advisory group before beginning the actual project itself, and the survey was included as part of the methodology of the project.

Alderman Forest stated and the other question I have...and I notice you've made some suggestions about parking and the signs and all that stuff...Has anyone from your group gone to our traffic person, Brandy, as far as her ideas and suggestions on how to implement this?

Mr. White stated I think when we originally developed the scope for this project, I don't think Brandy was working for the City. It was about a year and a half ago. But we did discuss the methodology for the project, as well as keep various representatives of the City departments apprised of the project progress itself. So the City has been involved from the start of the project.

Alderman Forest stated Mr. Chairman, I'm not on this Committee, but I would suggest that maybe Brandy sort of look into this as far as her expertise as far as parking and lack of parking and all that. This Committee could suggest that she be involved in this.

Chairman Osborne asked Brandy, can you come up for one minute? I don't want to...I want you to... Brandy, do you feel that you have any expertise in this field?

Brandy Stanley, Parking Manager, stated in street parking around schools? No, it's not something I've ever dealt with.

Chairman Osborne stated okay. So, do you feel that you would want to put your thoughts into their program, or do you feel that what you've seen so far is sufficient?

Ms. Stanley responded I can't really answer. All I've seen is this slide show. I know there are certainly capable people if the Committee would like me to take a look at it, I'd be more than happy to.

Chairman Osborne asked have you ever dealt with the idea of the safety of children out of public or parochial schools or anything else?

Ms. Stanley responded no, I haven't.

Chairman Osborne stated so you still feel that...I want to finish up with Mr. Forest here.

Alderman Forest stated I still feel that, you know, I want to know how this got started. I don't recall ever being on a committee or anything in my tenure here as an Alderman. I don't know if Alderman Shea knows...

Chairman Osborne stated maybe Mr. Shea could answer a little bit of it, I guess, since it's the Hallsville School.

Alderman Shea stated well basically, it's something that Southern New Hampshire...you can...

Mr. White stated the original idea for the project was developed by the Planning Commission. When we felt that we were ready to proceed, we did have two separate presentations with the Manchester School District, and the project was discussed with Hallsville Elementary School, as well as the parent-teacher organization. And as I say, we did develop an advisory group to monitor the

progress of the project, which did involve representation from various departments of the City.

Alderman Forest stated okay, so the School District asked you to do the study, and now you're coming to us.

Mr. White stated we suggested it and the School District agreed with us that it was probably required.

Chairman Osborne stated I think what Mr. Forest wants to know is how did you pick Hallsville School.

Mr. James Davenport, Principal of Hallsville School, stated I volunteered. I had a concern about the safety of the students. Every day at dismissal time, I guess the best analogy I could give you is it reminds me of the Bronx in New York...people trying to fight their way through a four-way stop, horns beeping, narrow streets, and basic concern about the safety of the students. So, Southern New Hampshire Planning proposed it, they looked for a volunteer; I volunteered.

Chairman Osborne stated you ought to come to the Wilson School sometime if you think that one's bad. But anyways does this answer your question, Mr. Forest?

Alderman Forest responded that answers my question.

Chairman Osborne asked do you still feel it's up to the Committee? Do you feel that you want Brandy to step in on this?

Alderman Lopez stated I just yield to Alderman Shea. It's his ward and he should have been informed that this was going on.

Alderman Shea stated I'm all for it because I lived through what you're living through, perhaps you're living through it more so than I had to live through it because there are more people picking up kudos and so forth, but Jim Hoben from the Traffic Department has been intricately involved in this. He's been obviously over-involved, the Traffic Committee and so forth, and so basically, we've met, we've gone to the school, we've talked to the parents. I don't see any problem with it. I think it's a good thing, and if more schools can become involved I think it would be better because that's what part of our Committee is, public safety. What do we care whether somebody who was involved with parking was involved or not? That's a non-sequitur. It doesn't have any following at all. It's the fact that we're here to make sure the children going to school who are picked up by parents have safety involved. And I think the more projects of this type the better.

Chairman Osborne stated I was with Mr. Shea and Mr. White and the Principal and so on, about a week ago. And we went over it, so I knew pretty much what was going on and I think it's great myself, because I'm tired of seeing those kids running out in the middle of the street all the time, especially at Wilson School because I only live a half a block. I see it all the time. They're just running all over the place there and it's really a bad situation. I hope there's more monies available in the future so we can keep on going with this.

Mr. White stated there is money that's available from the State for the Safe Routes to School Program.

Alderman Shea stated and I want to compliment you folks from Southern New Hampshire because you've been forthright with it and had meetings over at Southern New Hampshire as well as working through Dan O'Neil, who is a representative, who contacted Matt, who in turn contacted other people. I think that most of the bases have been touched in terms of what I consider essential.

Alderman Lopez stated just one fast question. Did Southern New Hampshire plan on looking at other schools, now that you did your pilot program?

Mr. White responded yes, this was designed to be extended to other schools within the City of Manchester, as well as other schools throughout the Southern New Hampshire Planning Commission region.

Alderman Lopez asked does Southern New Hampshire report back to the School Board, too, with the findings and cost factors?

Mr. White stated I would suspect that we would be reporting back to the School District on the results of the study.

Alderman Long stated with those pictures it was obvious to me that there is a problem there, and I could imagine. I can remember picking up my son from elementary school and he wanted to be the first one out, so you told him to get over here quick and you just drove off before everybody else, so this is an excellent plan, I think. The kids walking, the safe walking routes, do you know how far that extends?

Mr. White responded it would be throughout the catchment area for the school that we'd be designing those walking routes.

Alderman Long asked so the walking routes would be a quarter mile...How far out would you go, do you know?

Mr. Davenport responded we go from Hallsville to Cilley Road, and from Hallsville on the east side to Mammoth Road, and some of the streets on the other side of Mammoth Road...Belmont...and as far as Lake Avenue.

Alderman Long asked so you would encourage drop-offs in those areas and have them walk into school?

Mr. Davenport responded we would encourage them to gather and walk. And the idea behind...and correct me if I'm wrong. The walking school buses have all the students walk together, escorted by a parent or...

Alderman Long stated that would be my next question. I mean, these safe routes would have monitors, or what have you, either a parent walking with them...

Mr. Davenport stated we'd ask for volunteers.

Alderman Long asked and that would be the same for dismissal also?

Mr. Davenport responded yes.

Chairman Osborne asked what type of recommendation do you need from us this evening?

Mr. White responded I'm thinking it's just the specific recommendations regarding the changes to the parking I believe.

Chairman Osborne asked and we all have it here on the agenda, Mr. Hoben? Yes, okay. Well, I guess...any other questions from the Committee...

Alderman Lopez stated just to bring to somebody's attention, Mr. Chairman, if this is a school project and they go back there and they change it, you know, would you have to have the approval of the School Board in order to move forward on this under Sites & Buildings?

Mr. White responded I think that since the beginning of the project we have discussed the various elements of the project with the school and we would be willing to tailor the project as closely as possible to what the school feels that they need. But I think we have a fairly good understanding between ourselves and the school now on what we would like to accomplish.

Alderman Lopez stated what I'm saying to you is that either your recommendation where they're going to stop the buses and they're going to get off, and they're

going to walk down...that's the school's authority. If the traffic changes, or anything like that, I'm sure that the Board would go along with the recommendations. Some of the things that you mentioned, that they're going to get off the school bus and walk down two or three blocks, or whatever the case may be...

Mr. Davenport stated no, the school buses drop them right in front, right on Jewett Street. Usually they're heading north.

Alderman Lopez stated I don't see any problem. I was just trying to see who you're doing this for.

Mr. Davenport stated the only ones we're talking about walking would be the ones that would normally walk, and at Hallsville most of our students are walkers.

Alderman Lopez stated I think it threw me off when you said from Cilley Road.

Mr. Davenport stated that's as far as our boundary goes. But we don't bus students from Cilley Road.

Chairman Osborne asked does the Committee still want to put Mrs. Stanley into this picture before we pass what we have on the agenda this evening? I mean, Mr. Forest brought it up, so I just want to just double check.

Alderman Shea stated I say no.

Alderman Long stated just a clarification...This is all no parking, is what we're doing. It's no parking, not parking.

Chairman Osborne stated before we do all that, I mean if she has recommendations for them or visa versa, then we shouldn't be passing these things until we know which way they're both going. I don't know. It was just brought up. I don't see any reason to do it, but I'm just bringing it up to my Committee here.

Alderman Long stated just a quick follow-up too on notification of these changes...

Mr. Davenport asked notification...you mean of parents? We will communicate that from the school that these would be the drop off areas and the pick up areas for the students. It would be coordinated with whichever exit they leave the building from. It could be the west exit or the north exit. That would be all coordinated and to be quite honest, that's determined by the classrooms they're in

next year. So that would be communicated in the fall. We would develop a plan where the walkers would wait and the riders would go first, the idea being to get the cars out of the area before we dismiss the students that walk home, to alleviate traffic and congestion.

Chairman Osborne asked so Mrs. Stanley, do you have a problem with this at all? No questions at all? Nothing? You know, okay, then it should be no problem.

Alderman Roy asked what review of this plan has the School District had?

Mr. Davenport responded we've presented the walking school bus concept to the School Board. I think we had two meetings with the School Board. The traffic mitigation plan, they haven't been involved in. It's a relatively minor change that we're talking about right now. Essentially we're talking about the parking that is on Hayward Street from the north side of Hayward Street, where there is currently parking, to eliminate that, and allow it as an area for parents to pull up, pick their child up, and continue to go. Right now teachers park there. In front of the building on the west side of the building, or on Jewett Street, there's currently a no parking area. That's where the buses pull up. And on Merrill Street, the south side of Merrill Street, there is also a no parking area, and we're proposing making that a standing area, or live parking, I guess is what you would call it, so that the parents can pull in there, pick their child up. We will coordinate the exits that the students went go out. If they go out the Merrill Street exit, we'd encourage the parents to be parked on Merrill Street; if they go out the Jewett Street exit, to park either on Hayward or part of Jewett Street.

Alderman Roy stated looking at the plan, and you've put quit a bit of thought into what's going around along the immediate roadways around the school. One of my concerns is the people that are parking there now. Usually staff end up getting bumped out to...In Ward One we went through with Notre Dame College. As soon as the sign said, you know, *Notre Dame College – No Parking Here to the School*, you had a line of cars down Elm Street. And that's one of my concerns is has that impact been factored into this?

Mr. White stated the results of the parking utilization study that we completed suggested that, if parking were to be eliminated on that portion of the street, there would be an adequate supply of additional places where the teachers could park their cars.

Alderman Roy asked without a major effect to the neighborhoods that they're in?

Mr. White responded I believe so.

Chairman Osborne stated I want to thank you all. It's been a good situation here and I hope it works. It will work better than the way it is now, let's put it that way.

Chairman Osborne addressed Item 5 of the agenda:

5. Discussion of dogs at large requested by Alderman Shea.

Chairman Osborne stated we have the Animal Control Officer, Mr. Walsh, I believe. Mr. Shea, do you want to address Mr. Walsh?

Alderman Shea stated Mr. Walsh, the question I have, because of the fact that I've been getting calls from several constituents is, what would you advise constituents throughout the City to do when threatened by dogs that are not on leashes? Now, I'm talking about dogs that have the propensity to go after people. And I think you know which kind of species of dogs I mean. What would you advise them to do? They don't know what to do. In other words, they're threatened, the dogs aren't on leashes, they have children, they're walking with children, they've had problems almost being bit or even being bit. So what would you advise them to do?

Mr. Dennis Walsh, Animal Control Officer, responded to that I would have to say pretty much the same thing that we tell the elementary school children. Number one is don't run from that animal. If you are in fear, and if you feel that the dog is actually a threat to you, you're certainly going to compound the situation by running. We tell the children to stand still, freeze. If you're talking an adult, she may be able to get a sense of what this dog actually is up to. Does it mean you harm? It is just coming over to check you out, possibly a friendly dog looking for attention? The number one thing though is do not run.

Alderman Shea stated well that's okay, but what other recourse can they have, I mean besides that? If they walk by and the dog threatens them, and the dog is not on a leash, should they, in other words...Let's assume they know who the owner of the dog is. What should they do? Call you?

Mr. Walsh responded yes sir. Absolutely. If, after the fact, by all means, call us. We need to know that; we want to know that. We cannot address the problem if people don't keep us informed. We depend on the public to give us the information.

Alderman Shea stated so basically, if they were to call you, then you would respond by visiting the home. Is that it?

Mr. Walsh responded yes, sir. We will initially...I'm looking for an address. If I have an owner's name, that's fine, or an address is very important to us, because I can go into the City Clerk's license database on that. I can pull up information, hopefully on what is at that premise. Is this animal current on rabies shot? Is this animal licensed with the City? What are we looking at for dogs present in that residence? And we go into history. We check the history of the owners that live there, and we're also checking on the history of the animals too. Have we had contacts with them? Have they had prior warnings or possibly citations? Then we go to the call. And we'll do the call as appropriate.

Alderman Shea stated thank you very much.

Alderman Roy stated thank you, Mr. Chairman. I just want to interject, in that scenario of a child or person walking on a City street and a dog that is perceived threatening...my opinion, and correct me if I'm wrong...the Deputy Chief is here as well...that is enough to warrant a 911 call for immediate response from the Police Department. Correct?

Mr. Walsh responded yes. If you feel threatened by something, yes, 911 is the way to go.

Alderman Roy stated whether it's a fox, raccoon, pit bull, Labrador retriever, or a man on the street...

Mr. Walsh stated fox, raccoon...We don't want people calling 911 for a fox or raccoon seen walking, a daytime citing, which some folks would do...

Alderman Roy stated but any threatening animal or any threatening person...

Mr. Walsh stated if it's coming right at you and attacking and being relentless about it, by all means, that's a 911 call.

Alderman Roy stated the point I'm eventually getting to is I know that staffing and workloads being what they are, you may be out in the field for a good eight hours of a shift and then people are getting voice mail. What I want to express, and I think the direction Alderman Shea was going, if there is a threatening situation, the Police Department is your first response. They then get in touch with you through dispatch and if you can get there...but you will also follow up afterwards. But the immediate response is our first responder is a 911 call. Correct?

Mr. Walsh responded yes, if it is an actually emergency, if it needs to come in on 911, do it. If it can come in through the switchboard, straight to dispatch, that's fine, too, because sometimes you can get in there quickly and cut out that 911

middle. Dispatch will call us if we're on the road. While we're on the road, we check back periodically through the course of the day for messages. We return the calls as we can while we're on the road, but if someone leaves a voicemail for a situation that needs immediate attention, we may not get that call for another hour to two hours, depending on what we're doing.

Alderman Roy stated thank you. I appreciate that, and I want to again thank your Department for taking care of quite a few situations in Ward One for me. I've been very happy with the service received, as well as many of my constituents.

Chairman Osborne stated Mr. Walsh, first of all, there is a leash law, isn't there?

Mr. Walsh responded yes, sir.

Chairman Osborne continued and the minute you see something like a pit bull or something like that without a leash, it's enough to call anybody. They shouldn't be running around. Number two, what's the penalty, what's the citation, for an unleashed dog?

Mr. Walsh responded currently a dog at large is a \$25 fine for a first offense, \$50 for a second and a third offense within a twelve-month period...we're not talking January to December now...were talking within a twelve-month period, is a must appear in court. The State is currently looking at increasing these fines. So as it stands right now it's \$25, \$50, and must appear in court.

Chairman Osborne stated so it's State statute.

Mr. Walsh stated it's State statute and also City ordinance.

Chairman Osborne stated so if the City was to change that...How many times have you used these citations?

Mr. Walsh responded we use these frequently.

Chairman Osborne asked it is quite frequent?

Mr. Walsh responded yes sir.

Chairman Osborne stated and do you think that is doing anything? Do you get second offenders, third offenders or whatever from that or not?

Mr. Walsh stated oh, we do. We get fourth, fifth, sixth.

Chairman Osborne stated so evidently it's not enough money, right? The fines are not enough.

Mr. Walsh stated I don't see where it would hurt to go up, honestly. There's no objection from me, sir.

Chairman Osborne stated some of those dogs are pretty vicious. It's a shame.

Alderman Forest stated a couple of things. One, I'd be very surprised if Officer Walsh or his partner spent eight full hours on the street because I figure half their time to seventy-five percent of their time are in court. So that's one thing. The other thing, dog complaints in the City are not exactly at the top of the line when it comes to citations. Judges are dog owners and most of the time judges will sympathize towards the person that gets the citation. The other thing is, and the thing of electronics, most of the time when we call the dog control officer we get an answering machine and sometimes it takes an hour or so for a response, and that's what I want to address. One, we have ballparks in the City which people are starting to use as dog training parks. I know. I've had the City spend quite a lot of money recently on three fields - four fields, actually - putting up signs for people that say, *No Pets, No Dogs, No Dog Fouling*, and they're still on the fields and it's the same people day in and day out. I know I've called, and people at Southwest, Junior Debs, West Little League have called, but by the time the officers respond, mainly because there's not enough of them, by the time the officers respond, these people are gone. I know some of the people I deal with are - not upset - but they're frustrated at the fact that there's only two of you. How do we solve this problem?

Mr. Walsh stated yes, sir. There are only two of us, and four days a week there's only one person on duty. Sometimes we are tied up into calls that run for hours. One call, for example, Friday, I spent five hours on. Today we had a call that probably ran five hours. So while we're on that call, there are a lot of things that are not getting done. What we have done this year though, on ballparks and City parks in general, is we've been doing a lot more special attentions. We have in the past always done special attentions. This year we are trying to hit two or three parks a day, and we're looking for that problem. We're looking at dogs that are on ball fields. They're not supposed to be on ball fields. We're looking for dogs that are in City parks that are not on leashes. Sometimes we find it; sometimes we don't. Sometimes it's a matter of timing. We have complaints, for example, I had one for Arms Park, taking place between 7:30 and 8:00 daily. I've swung down there a couple of mornings very early, skipped roll call, shot right down there, and I have yet to see this action happen. Sometimes, as I said, it's just a matter of timing. If we do check and we don't find it, that's good. We hope people are actually in compliance. If we're checking and we're not finding, we're still

showing a presence. Hopefully, people knowing that that presence is around the parks more this year than it's ever been, I'm hoping that will dissuade these folks from letting these dogs off leashes.

Alderman Forest stated just one more comment, Mr. Chairman. One of the things maybe that I would suggest is that maybe you and your partner and Deputy Lussier get together and come up with some suggestions about higher fines and some changes in the City ordinances because it seems that a lot of people lately, if it's green, they're bringing their dog there, including my lawn, my neighbors' lawns. I think all of us have had a run-in with some dog walker somewhere who's got to bring his dog everywhere but his own lawn, and I think we need some stricter regulations and some higher fines on people who take advantage of the way our ordinances are because there's not many teeth in the ordinances we have for dogs running at large and that. It hasn't changed in many years, so maybe take that suggestion to the Chief, and come up with some suggestions as to what you want this Committee and the Aldermen to do to help you do your job. Thank you.

Chairman Osborne stated okay, maybe we need some larger pooper-scoopers. What do you think, Mr. Walsh?

Mr. Walsh stated one change that has taken place in the City dog-at-large ordinance: April of 2000 the City made it a requirement for a dog to be on a leash, not in your control at your side, as State statute allows. The City said this dog will be on a leash. That has been good for us because that has taken some of the vagary out of that ordinance. Was that dog in control? Yes or no? Well, it's pretty easy to say, is he on a leash, yes or no.

Chairman Osborne asked how many times have you caught somebody like that, just on your side without the leash? Have you seen it?

Mr. Walsh stated oh yes, sir. That happens often.

Chairman Osborne asked and then what do you do?

Mr. Walsh responded that's a dog-at-large. If it's in a City park, I'm going to fine it.

Chairman Osborne stated same as unleashed.

Mr. Walsh stated in a City park, if I'm there for special attention, I'm going to do a dog-at-large. That's what I'm there for. There are signs in a lot of these parks. And that would help us also, if more of the parks could be posted with signs. We had a problem at Livingston, ongoing. Eventually we got signs up there. Parks &

Rec was very helpful in seeing that we got those signs up there. And that has cut 50% of our complaints out. You've got the hard core folks that are still going to do it, but a lot of them get in there and honestly, they just don't realize that dog has to be on a leash. Now there's a sign. The sign says it and they'll comply. The rest of them, we'll take care of them as we find them. Another thing that would help us: Maybe the City wants to look at the expandable leashes. Dog in control: if he's twenty feet out from you, is he really in your control? How quickly are you going to get him back in? So maybe the City might want to look at putting a length on leashes. In some situations that would be very helpful

Chairman Osborne asked Mr. Hoben, could I have you for a minute? Mr. Walsh was talking about signs. I don't know where they're posted – in what parks or what playgrounds or where, but he's talking about the *No Dog Fouling* signs, right?

Mr. Walsh stated fouling and dog-at-large, both.

Chairman Osborne stated so that could be put under one sign? Why don't we look into something like that? At least it's a start.

Mr. Jim Hoben, Deputy Director of Traffic, asked you want to revise the current *No Dog Fouling* sign?

Chairman Osborne asked well, how many signs would you ruin by doing that?

Mr. Hoben stated we'd have to put an additional plaque under it.

Chairman Osborne stated well, that's fine. I think both of them should be together.

Mr. Hoben stated for the existing ones out there. The new ones we'd have to put a larger...

Chairman Osborne stated probably the new ones you could incorporate into the one sign, and the ones that are out there you could put that second sign underneath them so we wouldn't waste them. But I think we should get going with this. It's a start anyway. With the RSA's underneath it and all that, and maybe some people will take heed to it. At least if they have...I notice it myself. I don't want to get into it too much here. I notice it myself out there. A lot of them don't have their pooper scoopers, okay. There's just walking a dog without a leash, with a leash or whatever. And you see them doing their thing, and there's nothing to pick it up. All of these things...it's very hard to...We have a hard enough time with traffic and everything else. But at least it's a start.

Alderman Forest stated speaking of Jim, Jim has made several dozen signs for me for the four or five ball fields that I requested, and it's no dogs and no pets allowed on the field, and underneath the sign it has the City ordinance of 90.12 is one, and dog-running-at-large, dog unleashed...So there are several ordinances...not several. There's only like two or three that cover dogs, but they're on the signs and they're posted on the fields, at least on my side of the river anyway.

Chairman Osborne stated I want to cover the rest of the Wards.

Alderman Forest stated we can do that, and Bobby does a great job at the Highway of coming up with every sign you need.

Chairman Osborne stated I know, it's...well, anyway...Would you do that Jim?

Mr. Hoben said sure, we can look into it.

Chairman Osborne stated look into it. Let me know, or let the Committee know.

Alderman Shea stated I know a constituent has called me about that, Jim, and I think you know which one that is.

Mr. Hoben stated on Talbot Street.

Alderman Shea stated I don't know if he got back to you, but he was wondering if you could put the same sign on the area there where there's no parking, but you can't do that, huh?

Mr. Hoben stated we're going to use the existing signpost that's there.

Alderman Shea stated and then put the two of them...the existing one and put it underneath. Is that how you're going to do it?

Mr. Hoben responded yes.

Alderman Shea stated that's pretty much what he's saying. That's great. But, you know, one of the comments I'd like to make before we finish is, where parks are located, they get over-used by people who live within that vicinity or people taking them to parks, but when you're neighborhoods, that's where you get the bulk of the residue from the animals that are being walked on leashes and so forth, and I think that that's why you do get concerns from people when they find a local place, convenient for the people walking the dogs or the dogs themselves find, and then they go back to that spot repeatedly I guess, and that's where it becomes a

problem. I appreciate your coming in. Thank you very much for your concern in the matter. And I'll give you the address of what I want you to take care of.

Chairman Osborne asked Mr. Walsh what's the thing with the pooper-scooper? What's the fine on that, or if you caught somebody not doing like they're supposed to?

Mr. Walsh responded that comes under the *Dog Fouling* ordinance and the way that particular ordinance is written, you need to have on your person something to pick that fouling up, whether it's a plastic bag, pooper-scooper, or whatever you want to call it, you have to have it. We use that occasionally. If I go to an area of complaints and I'm doing the special attention and somebody is walking the dog, and this is my violator as described to me – dog and person – I'll stop them. And if they don't have anything on them to pick the fouling up, then I'll cite them. That's part of that particular enforcement detail. That's part of that special attention. That's why I am there – because that problem is occurring. I haven't seen it happen. Again, it's a matter of timing, but you need to have on your person the means to pick it up.

Chairman Osborne asked is there any ordinance or RSA on that, Jim, on just the pooper-scooper situation?

Mr. Hoben responded I have no knowledge of that.

Chairman Osborne asked so that would fall under *Dog Fouling*, period?

Mr. Walsh responded that would fall under *Dog Fouling*. The City ordinance is called *Dog Fouling*.

Chairman Osborne stated okay, I just wanted to make sure when you do the signs that we have everything we can for ammunition there.

Mr. Walsh stated it's actually saying \$25, \$50, must appear...fine schedule.

Chairman Osborne stated smile, have you got your pooper-scooper? Is that how it goes? Smile did you forget your pooper-scooper?

Alderman Shea stated I think a motion probably could be made regarding...

Chairman Osborne stated well I think he can just give us a report on it.

Alderman Shea stated but Alderman Forest mentioned about trying to have the people come back with certain types of suggestions.

Chairman Osborne stated well that's what I'm saying. I guess he could come back, but I don't think we need a motion on it. Do we?

Deputy City Clerk Carol Johnson stated no, I think he understands he's going to come back with the information.

Chairman Osborne stated yes, he's just going to come back with information about all the signs and all the different wards, you know, everybody gets a break here.

Mr. Hoben stated supply us with the verbiage and ordinance numbers that we'll need.

Chairman Osborne stated, yes, probably the City Solicitor could do that too, couldn't he?

Alderman Roy stated Mr. Hoben could consult with the Animal Control Division, just to get the verbiage for a good-looking sign that would look good in our parks and be effective for them. I think at our next Committee we'll approve that.

Deputy City Clerk Johnson asked are you looking for that signage to come back here before it goes up? I'm just clarifying that because now I'm not sure.

Chairman Osborne stated yes, probably that would be a good idea. Bring it back to the Committee here. Let's see what it looks like. Or you can make one up for now and see what it looks like, and see if they approve of what they see.

Mr. Hoben stated we could submit it.

Chairman Osborne stated submit it, whatever, that's fine.

Deputy City Clerk Johnson asked so you're looking for them to come back with signage and anything else?

Chairman Osborne responded just whatever they can come up with. How about increases in the fines, Mr. Walsh? See, the City Solicitor is not here, so I can't ask a couple of questions that I would like to ask.

Mr. Walsh stated that's not for us to do, but as I said before, you will not get an objection from me. Parking tickets cost more than these.

Alderman Roy stated Mr. Chairman, if he could recommend to us for our next meeting what he feels would have teeth and would help his job, I'd be very interested in seeing that.

Deputy City Clerk Johnson stated I believe some of those are set by statute, and the statutes were recently changed at the State level but aren't in effect as of yet. The Police Department could work with the City Solicitor on it and bring something back to the Committee.

Alderman Roy stated that would be fantastic.

Mr. Walsh stated I think the bill at the State was going to double it, was it not?

Deputy City Clerk Johnson stated that was the proposal, and it's my understanding it did pass the House, and I believe the Senate also, but I'm not positive of that. If so it would be on the Governor's desk. You could check with the Solicitor on that and bring something back.

Chairman Osborne stated okay, let's leave it there. I guess that's it.

Alderman Long stated Mr. Chairman, just one thing. Mr. Walsh, how long have you been with the Animal Control? You find that amusing, Mr. Chairman?

Chairman Osborne replied no, but he's been there a long time.

Mr. Walsh responded the Animal Control job, position, I have been in nearly ten years now.

Alderman Long asked would you say that it has progressively, since you started there, with Manchester growing, has been more difficult to assess the violations because there's only been the two of you?

Mr. Walsh responded that's correct.

Alderman Long stated so in the ten years...ten years ago there was two of you?

Mr. Walsh stated the workload has increased.

Alderman Long stated so now, ten years later, there's still two of you?

Mr. Walsh responded yes, sir.

Alderman Long stated and we're wondering why people are making calls and they're not getting answers.

Mr. Walsh stated there were two in 1980, sir.

Alderman Long stated so, I mean, signage is good, but you go find a couple people in these parks that Alderman Forest is talking about and that word's going to get around. If you only have two control officers, how do you rectify it? What do we wait for? Do we wait till we get another 2,000 more dogs, or animals, in the City? But yes, that's something for us to consider anyway, but thank you.

Chairman Osborne addressed Item 6 of the agenda:

6. Communication from John J. Tenn requesting that No Parking on Walnut Hill Avenue (limited area north side) be reconsidered by the Committee.

Alderman Roy stated hopefully this will be our quickest item of the evening, though it's been our longest running agenda item.

On motion of Alderman Roy, duly seconded by Alderman Shea it was voted to receive and file the letter and also to discuss the plan that has been approved by all parties in the neighborhood.

Alderman Roy stated second is a motion to accept the drawing created by the Highway Department and approved by all affected residents of this area, suggested by the Chairman and Alderman Long a couple of meetings ago.

The motion was seconded by Alderman Shea. There being no opposition, the motion carried.

Alderman Roy stated as part of that motion, I'd like to inform the Board that there's a 60-day trial period on the improvements to that neighborhood, that both neighbors will be working with each other to alleviate any problems and create a neighborly environment. Both have promised to be good neighbors.

Alderman Long asked so Mr. Chairman, we have 60 days to get the *No Parking* signs ready?

Alderman Roy responded no. Right now the *No Parking* signs have been removed from the agenda, as well as the letter from Mr. Tenn.

Chairman Osborne addressed Item 7 of the agenda:

7. Discussion relative to fire hydrant violations.

Chairman Osborne stated this is something I brought in. I just want to ask the Committee, Mr. Roy, what they think about the fines that are out there now. We just passed fines now with *No Parking* areas and driveways, and so on and so forth. We increased it from the \$20 level to the \$50 level. Along with that, the fire hydrant was \$50, which I think should be \$100. I see these things parked in front of fire hydrants. This is a real safety hazard, and I think that this particular one situation should go from \$50 to \$100.

Alderman Roy stated Mr. Chairman, I absolutely concur with you, and I will make that motion if you need a motion, or back any decision you make.

Chairman Osborne stated sure. I appreciate that. But I'd like to have Deputy Chief Lussier...Could I just ask you a question? Mr. Lussier the only thing I have with it...I was thinking about it when I was saying going from \$50 to \$100 for fire hydrants because of the safety hazard of the whole situation, was your tickets. I know you just made up a whole batch of those new tickets and would that interfere with it if we went from \$50, or maybe Brandy would know? Would that interfere with that at all? No? You know where I'm coming from?

Deputy Chief Lussier responded Brandy, I don't know how many we recently had made up for the officers, there's our tickets that the officers issue and then there's the tickets that the Parking Control officers issue, and those are different.

Chairman Osborne stated so yours would be the ones...

Deputy Chief Lussier stated ours would be the ones that would be impacted by that.

Chairman Osborne asked how many tickets have you used or how many tickets do you get at a time, or how long before you renew these tickets or have to get another batch?

Deputy Chief Lussier responded I'm not in a position to answer that. Those are ordered through Dale Robinson. Towards the end of the winter, with the all-night parking, I know we put in an order. I couldn't tell you how large that order was; I don't know if we ordered 10,000 or 1,000.

Chairman Osborne stated see, if the City Solicitor was here, I could ask a legal question. Is it possible what you have there...Is it fire hydrant? Is it by itself on the ticket?

Deputy Chief Lussier stated I believe it is. To be honest with you, it's been a while since I've issued a parking ticket.

Chairman Osborne stated I wonder if it's legal, if it says, Fire hydrant - \$25, is it legal to put a mark through it and put...I mean \$50, and mark through it and put \$100? Is that...you see I'm not...

Deputy Chief Lussier stated you'd have to speak with the City Solicitor on that.

Chairman Osborne stated I understand.

Deputy Chief Lussier stated if you upset me, I'd grab the ticket off your car, I'd cross it out, and I'd up the price.

Alderman Shea stated possibly what we could do is just table this for tonight and you could come back at the next meeting and have all the information that he requests, whether you need a separate ticket and so forth, like that.

Deputy Chief Lussier stated that would be very easy to get.

Alderman Long stated do we know how many fire hydrant violations we have, and is there areas in the City that people are more apt to violate than other areas?

Deputy Chief Lussier stated I don't have that answer available. We could run a report; we could come up with how many we give.

Alderman Long stated okay, so we would have that data to figure that stuff out?

Deputy Chief Lussier responded yes.

Alderman Long stated okay. I think that would be important too.

Chairman Osborne stated I think this here...my opinion...I see it anyway. I see it out there. It only takes one time. If we don't have a lot of people getting tickets for fire hydrants, doesn't mean that it's right. I think if the fine is enough, and they know what the fine is going to be, I think they'll stay away from the fire hydrant. I think one fire could cause a lot of damage, I mean a lot of lives. Who knows? So I'd feel better if we had a \$100 fine regardless of how many people were out there in front of a fire hydrant.

Alderman Shea stated I concur. I'm just saying that we have to get things in place, though. You can't simply issue a ticket now for \$100 if the tickets say \$50.

Chairman Osborne stated I understand that, Mr. Shea. That's why I brought him up here, to ask him that question.

Alderman Shea stated what I'm asking is he comes back next month with the information and then we can make a decision concerning that, rather than make a decision now concerning \$100 and we can't implement it.

Chairman Osborne stated I wasn't going to make a decision. I was just going to get your ideas here. There's no rush.

Deputy Chief Lussier stated upping the fine is a component. There's also education. There's also more enforcement. There's a variety of things that we can do to address a problem. If anybody sees a problem, call us. We can get somebody out there. We can work on getting more enforcement going. There's more than just upping the fine.

Chairman Osborne stated that's true, but after all these years, what kind of education has been out there? It happens all of the time still. So we've got to do something. Can we bring that back next meeting? Can we get the information, the ticket, the actual ticket or we'll get the City Solicitor to look at it and see where we can go from there.

Deputy Chief Lussier stated I'll find out how many tickets we recently purchased and what the impact would be.

Chairman Osborne asked how does the Committee feel? I know Mr. Roy has no problem with it. How do you feel? Do you guys feel all right? All right, let's do that. I appreciate it. Thank you, Mr. Lussier.

Alderman Shea asked do we need a motion to table that?

Deputy City Clerk Johnson responded we can table it or bring it back, either one. You're going to provide a report at the next meeting?

Deputy Chief Lussier responded yes.

Deputy City Clerk Johnson stated we'll put it as a report at the next meeting.

Chairman Osborne addressed Item 8 of the agenda:

8. Preliminary Millyard Parking Plan.

Chairman Osborne stated Mrs. Stanley, will you please come up? Mr. Long, would you like to say something?

Alderman Long asked do you have the plan? You showed this Committee the plan already, didn't you?

Brandy Stanley, Parking Manager, responded I have not actually brought it to the Committee at this point.

Alderman Long stated oh you haven't. Okay. I saw it through you.

Ms. Stanley stated I will try to be very, very brief. Unfortunately, this is a fairly complex plan, but one of the things we saw was that the Millyard parking was in what you might call a state of crisis. So, what I did was, I went out and I listened to the concerns of the building tenants and building owners and other stakeholders in the Millyard. I came up with a plan to implement some short-term relief because I think that we can better allocate our assets in the Millyard. After the short-term plan is put in place, we need to work on a long-term strategy for helping economic development in the Millyard. Our short-term goals, after listening to the input from the constituents, are to enable existing businesses already in the Millyard to grow and expand, to provide limited parking after the first bullet point is taken care of for new business. We wanted to explore off-site parking solutions, for instance, a shuttle service. We wanted to do something that we can put in place in 30 days and we also wanted to have a relatively small financial investment. Right now there's about 1,600 City-controlled spaces in the Millyard. The average vacancy is 502 parking spaces, which is about 30% of the total Millyard inventory. The average transient demand is about 113 spaces, and what I mean by transient is a person that comes in and pays to park, that does not have a permit. The average permit demand was 942 spaces. What we did was we took two weeks out of the year that were not a school vacation, and we counted every single space, every single permit, and every single car in the Millyard three times a day, at ten, noon, and two, to get the information we needed to put this plan together. Our result is what I would call the Band-Aid plan, because I want to make it very clear to everyone that this is not a long-term solution, but it's simply a way of better allocating the existing assets that we have to provide some minimal relief to what's going on in the Millyard. What we did is we identified where the excess capacity exists and effectively, we are going to add capacity for over 300 more cars in the Millyard. And, we're doing it with minimal or no rate increase. If you look at this map, the north end is towards the clock, and what we did was we divided everything up into four different zones and we tested the

occupancy by zone. The green zone by Jefferson Mill and Fratellos and the Merner lot has an average occupancy of 96%. Obviously that has the biggest capacity issue in the Millyard. The yellow zone comprising the Arms lot, the Bedford lot, and the surrounding streets, has an average 57% occupancy. The blue zone has a 49% occupancy and the pink zone on the south side of Granite Street has an average occupancy of 50%. What we're trying to do is, rather than have one Millyard... We have several parking permits in the Millyard. There's one parking permit for on-street, so if you have a Millyard on-street permit, you can park anywhere on the street, all the way from Canal Street down to the Fisher Cats stadium. We don't think that that's a very good way to allocate the asset because there are some vacancies in other places and no vacancy in some. So we're looking to create four parking permits in the colors that you see on the map. One of the interesting things about our study is we looked at the green area and we realized there were 179 parking spaces on the street in that area. We went back and went through the clients, our accounts, in the HTE system, and we found that there were about 440 permits issued to tenants of those buildings that have bought the green zone. So, in order to make the four color parking zones work, we're going to have to allow people with green permits to park in the yellow zone. That's really the only way to make it work. All the other zones will have to park in their own particular zone, which the way we structured it, we don't think it's going to be a problem. We haven't gotten any negative feedback on that. The other significant change we're going to make is, you see the Arms lot and the Bedford lot and the Arms Extension lot are all yellow, along with the surrounding streets. That's all going to be one permit. You're not going to have an Arms lot permit. You're not going to have a Bedford lot permit. You're not going to have an Arms Extension permit. It's all going to be one permit. In terms of the parking meters, what we're wanting to do is remove all of the single-space parking meters in the Millyard for the entire area. If you look on the map you'll see a bunch of red dots. Those are where we're proposing to put in *Pay & Display* meters. If you look at the green zone, you'll see that there's only one red dot on the street. What we're proposing to do is make most of that street permit parking only, and I'll get to how we're dealing with that a little bit later. Also, as we did downtown, we're going to erase the lines between the parallel parking spaces, which should add capacity for about 25 vehicles because of the space compression that we have seen in the downtown area since we put in the *Pay & Displays*. These are examples of some of the signs that we're proposing to put up in the Millyard. Most of these signs are 36" by 36," which means they are very large and they are going to provide a very good way-finding system for both permit parkers and transient parkers going through the Millyard. As I said, there's going to be one *Pay & Display* on North Commercial and that's going to cover 18 spaces, which roughly corresponds to the transient demand that we counted when we did the space counts. We're going to allow transient parking in the Merner lot, the Arms lot, the Arms Extension lot and the Bedford lot by putting *Pay & Displays* in all of

those parking lots. North of Bridge Street, there's going to be a two-hour parking limit, and south of Bridge Street there's going to be a ten hour limit. Here again are some more signs. On the south Millyard, what we've done...as you can see there's a lot more red dots there. We've basically metered all of the streets in the south Millyard from Stark Street south. The excess capacity is available. We don't have an occupancy crunch in those areas, and we also wanted to make sure that we were taking care of the Fisher Cats baseball fans, which mostly park in the Millyard. Another component of our plan has to do with the baseball games. What we're proposing with the *Pay & Display* units is to charge a \$5 flat rate that switches over from the standard fifty cents per hour, two hours before the first pitch. So, if you have a 6:35 game, at 4:35 in the afternoon, you pull up and park in one of those areas, you're going to be paying \$5 at one of the *Pay & Display* units. The other thing that we're looking to do is to put an attendant on the Seal Tanning parking lot and sell that lot for special events, just like we do with the Pine lot for Verizon Arena events. One of the things I'd like to make sure the Committee understands is that this proposal includes all of the games, no matter what time of the day they are, and what day. So we're proposing to charge for evening games and Saturday and Sunday games. This is an example of what our event parking signs are going to look like. The Merner lot, because there is such an occupancy crunch in the north Millyard, what we wanted to do was to switch that parking lot to an attended parking lot, which basically would add capacity for 55 to 60 vehicles in that parking lot. The way it works is we put an attendant on the parking lot, and as soon as all the regular parking spaces are filled, the attendant will then double park the cars, blocking people in. The attendant will keep the keys, and when the customer comes back out, the attendant will receive the payment and give the keys back to the customer who can then drive away. In order to make this cost effective, in other words, in order to make the operation break even, we're proposing just in the Myrna lot to raise the monthly rate from \$40 to \$45 a month, and the transient rate from fifty cents to seventy-five cents per hour. The other thing we're trying to do is put in a graduated rate scale, which basically means after three hours, the hourly rate jumps from seventy-five cents to \$3.00 an hour, which will discourage people from parking all day. Another thing we're looking at doing is restriping the Arms parking lot. This is a schematic of one of the designs we're looking at. It has one-way traffic and angle parking. It's going to be able to add 60 parking spaces to that lot. A minor change on Stark Street between Arms and Mungalls, we can change it to angle parking and it will add eight parking spaces. Phillipe Cote Street, we're probably not going to do anything with this until after the construction on the bridge is complete. We are looking at also instituting a shuttle service between the Wall Street Tower and the north Millyard for 100 parkers with limited service during the day. There has been some interest in expanding that shuttle service which we can do. However, we do have one group of people that definitely wants to do it, so we're going to continue to look at that. In terms of a time line for getting all this done, obviously

tonight we're presenting it to you. The final presentation, including all the numbers and answers to any questions the Committee might have will be on June 19th. We're going to request that the rules be suspended and this plan be sent to the full Board for passage on July 10th, and we should be able to complete the implementation by August 15th. That was a very quick version. Are there any questions that I can come back...?

Chairman Osborne stated Brandy, you don't have...what you're trying to say, you have no numbers tonight.

Ms. Stanley stated I do have some preliminary numbers, but they're not final.

Chairman Osborne stated okay, I guess we can wait on it.

Alderman Long asked, Brandy, now have we, since the parking summit, have we talked to the owners that are affected by this as to just a follow-up, making sure, for example, Fratellos doesn't have a problem with permit parking, or whomever?

Ms. Stanley responded I have talked to, actually, a good number of them. I spoke to the owners of 540 Commercial today; I spoke to the owner of Fratellos. I spoke to the owner of Not So Plain Jane's; I have another couple of calls into others. I have met with the owners of Jefferson Mills since then. I've talked to most of them, been in very, very close touch with both the tenants and the owners, both before and after the summit.

Alderman Long stated showing this proposal and them signing off on it.

Ms. Stanley stated yes.

Alderman Long stated the Saturday and Sunday parking, paying to park, the reasoning for that is...I understand we're going to need...I don't know what the investment is going to be with these *Pay & Display* meters, but that would be the only spot in the City where there would be Saturday and Sunday parking, and that would only be for the baseball season?

Ms. Stanley stated Alderman, actually we do charge on Saturdays and Sundays at the Pine lot for Verizon Center events. I'd be happy to do some more research, but I've talked to the Deputy Finance Director and I know that one of the intents, when the Verizon Arena was built, was that parking was going to be charged on a special event basis, both on the street and off the street. We pay the Verizon a parking subsidy in the amount of over half a million dollars a year, and we get almost no revenue back from that because we haven't instituted this. Basically

what we did with this is we applied that philosophy to the Fisher Cats stadium, and we have discussed it with the Fisher Cats and they are in support of the charge.

Alderman Long stated because this Millyard area isn't a parking spot for Verizon, venues, correct?

Ms. Stanley responded no, if anybody does go down into the Millyard it would have to be a very, very large event.

Alderman O'Neil stated thank you Mr. Chairman. Sorry I'm late. I had to attend the wake of a good friend of many of you here, Eddie Markey. And I know some of you need to get to that. So I'm just picking up on this as it was going on. Brandy, one thing I'd like to suggest, because he offered it way back when we accepted his report, have you reached out to our Parking Consultant, just for some feedback?

Ms. Stanley stated I have not actually spoken to him about this Millyard parking plan, but I do have a conference call set with him next week.

Alderman O'Neil stated good, because he had offered several times during his work here that he hoped, that he would be available for comment, for suggestions, for ideas on anything we did after all the time he spent here. So I would just strongly recommend that happens. Is there...I don't know if I'm missing it. Is there a handout on this?

Chairman Osborne stated I haven't got nothing.

Alderman O'Neil asked are you going to...before whatever the date was of the next Committee meeting, were you going to get us a package where we could read it and sit down and make comments?

Ms. Stanley responded yes.

Alderman Lopez stated thank you, Mr. Chairman, I just want to go back to this \$5 parking going to the Fisher Cats game. Right now we don't have Saturday and Sunday. If it's a 6:05 game, somebody just pays a couple bucks or a buck and goes to the game, now we're going to charge him five bucks. How did this come about? Could you just elaborate just a little bit? How did we determine that? And the Fisher Cats people are okay with this?

Ms. Stanley responded yes, I've met with them on several occasions and discussed this with them.

Alderman Lopez asked why are we doing it? There's got to be... I know we can say we're making a lot of money, but also the taxpayers pay a lot in property taxes and everything. The idea is to go down and go to the game. What is the objective of doing this, other than getting five bucks? There's got to be something more than...

Ms. Stanley responded well certainly the revenue that would be generated by the Fisher Cats games would go toward paying for the installation of the *Pay & Displays*. This whole plan is going to cost roughly about \$460,000 to implement. About \$114,000 a year in revenues will come from the Fisher Cats games. And again, like I was telling Alderman Long, the justification for this basically came from the philosophy that the City had intended, when the Verizon Wireless Arena was built, that the City would actually realize parking revenues from the events, which really has not come to fruition. One of our next plans would be to address the Verizon Wireless Arena area to do something of the same thing.

Alderman Lopez stated and I guess maybe that's the part of the puzzle that's missing. We're doing one area without the other. And if we're saying that this is all part of a plan, then I don't see why we can't implement the plan, instead of just picking out one area and putting something in, if the Committee would look at maybe doing whatever the recommendation is. If it's supposed to be around the events at the Civic Center and move forward in that area, other than just the Fisher Cat area, then I think maybe it might make more sense to me. I can't figure out why just that one spot down there...If we're saying, on one hand, we should get more revenue by the Fisher Cats stadium because I can see some argument because a lot of people park for \$10, \$15 and stuff like...Why shouldn't we reap the benefits too? But if we're going to do it, we should do it in a systematic way and not just pick one against the other.

Ms. Stanley stated Alderman, I'll give you some background on why we're only proposing the Millyard right now. Again, because the Millyard is in such a problem with parking, we decided that we needed to address the Millyard, and we needed to do something we could do in a thirty-day timeframe. And, when we were driving around looking at the Fisher Cats, looking at the attendance in the events, one of the things that I really wish that I could do within the thirty-day timeframe would also be to add the Verizon Wireless Arena. That is going to take a fairly large amount of correspondence with the Verizon Wireless Arena and it's much longer than a thirty-day process. In addition to the fact that I only have in my CIAP budget 35 extra meters, and all 35 are needed to put the Millyard parking plan in place. So, while the parking meters do generate a fair amount of revenue, they wouldn't pay for themselves all in the same year. So, I would have a budget problem if I was going to...It would probably take at least another 50 meters to do the Verizon Wireless Arena area, and we just don't have it in the

budget this year. I would love to do it at the same time. Unfortunately, it's not turning out to be very feasible.

Alderman Lopez stated no, but I mean, we have Economic Development, we have funds there and all that. If it's the best way to go, to do everything at one time, then maybe we should be buying more meters, if that's the best solution. Apparently you've proven with success that the meters downtown is very profitable and everybody likes them. I mean, I haven't had any complaints. If this is what we're going to do in the future, why are we going to wait? If we're looking at implementing plans along the line, maybe it's not 35 meters we need. We need maybe 100 meters and move forward with a concrete plan. I think there ought to be some discussion about it as we move forward. I'm just a little leery that the area of the Fisher Cats that we're not going to be gouging the customer, so to speak. And that's the first response that I get, because anybody that has a parking lot, they're going to charge ten or fifteen bucks, and now we're going to do the same thing. Thank you, Mr. Chairman.

Chairman Osborne stated Brandy, one thing here: By changing the parking scheme like you were mentioning up here, you mentioned you had 502 parking spaces that were not utilized. Do you think this is going to help do that? Because this is where you're going to make your extra monies? Or to satisfy, I should say the tenants down in the Millyard there. I shouldn't say, make money. I'm just saying that because a lot of people, if it's not put in front of them, then they're not going to walk, but if it's a couple blocks long, they don't want to walk it, so...Is that what you're trying to do?

Ms. Stanley responded yes, it's going to allow us to be able to issue more parking permits in the blue and the yellow zones. There's a huge concentration of permits issued that are in the green area.

Chairman Osborne stated 502 spaces; that's a lot of spaces.

Ms. Stanley stated it is a lot of spaces, but again, in the green area there's 179 spaces and 440 permits issued, so clearly the high demand is in the north side of the Millyard, which leaves the south side of the Millyard and the middle under-utilized. So, by dividing them up into different zones, I can control where the people go that I'm selling more permits to.

Alderman Shea stated Brandy, when you mentioned Fratellos as an example, would people who go to that restaurant have to pay to go? Would there be meters like...I was there Sunday and we didn't pay anything. Would we have to pay then, to go?

Ms. Stanley responded no, the Myrna lot will only be enforced Monday through Friday, 8 to 8, just like all the other parking lots are, so it wouldn't change when you would have to pay. You could go to Fratellos on Saturday and Sunday and you wouldn't have to pay...

Alderman Shea stated no, no, no. During the week, though, I didn't notice any meters there.

Ms. Stanley stated there are about 25 meters in the Myrna lot, just north of Fratellos.

Alderman Shea stated oh, okay. Now, the second point is that you made reference to the fact that the Civic Center collects, is it over a half a million dollars now? I thought it was \$400,000.

Ms. Stanley stated it's closer to half a million dollars.

Alderman Shea asked so basically, has their revenue gone up, for whatever reason? I didn't know. I thought it was limited to a certain amount.

Ms. Stanley stated it is limited; it is capped. The amount that we pay them is calculated by the number of people that go through the turn style, and it's capped at 2,000 people that go through. But the more events and the bigger events they have, the more we pay them. And as the number of the events and the size of the events continues to rise at the Verizon...

Alderman Shea stated so we're paying that out of taxpayers' money right now. Is that correct?

Ms. Stanley responded we're paying that out of the Enterprise, yes.

Alderman Shea stated yes, yes. So basically...what Alderman Lopez was indicating is right now there are a lot of people who have signs when people go there. But their assessments aren't increased. I know that the assessors were going to check to see whether or not this extra revenue that they're picking up should be added to their assessment. Now this was whenever it was opened up, but that has never been done, because basically people use parking lots connected to buildings and so forth. So, I would say that the sooner, somehow, we could implement so that we can save taxpayers' money, this is a lot of money that they're getting for really practically nothing. We're doing the work; they're getting the money and so forth, whomever has cut a deal. There's no question. People don't realize that on the outside. They simply think it's a great thing, the Civic Center, but when you contrast that to the people running the ballpark, I think

that, if we had the same situation there, we wouldn't have as much of a payment back, but the sooner you do that, and I tend to agree with him, that we shouldn't focus on one aspect because the people at the ballpark are very willing participants, and not the other part. I don't know how you can do it, because obviously I'm not of that bent, but I think you can figure out a way to do it so that we can get some revenue back in order to pay that \$500,000 or whatever we're paying to the Civic Center owners, or whatever.

Alderman Long stated thank you, Mr. Chairman. A couple of questions, Ms. Stanley, just to be clear: This proposal isn't a money maker. It's not for the purposes of revenue. From what I understand, it's for the purposes of spreading the vehicles around where in the green zone it's not 96% of capacity, and then the yellow zone is at 47, and then you go down to 45 or whatever. And then where Fratellos is at 50%. So this is going to spread that out, relieving the higher congested areas and filling up more where we don't have the parkers, correct?

Ms. Stanley stated that's correct. Obviously there is going to be more revenue generated because we're going to be selling more parking permits, but had profit been the objective, we would have proposed rate increases and all that stuff down there. That's not what our purpose is.

Alderman Long stated okay, and just...this is the Band-Aid scenario. When we get a permanent fix, is this all for naught, or do you feel this will still be able to be implemented?

Ms. Stanley responded I believe that most of this will stay implemented. Obviously, if the decision is made by the City or by a private developer to build parking garages somewhere in the Millyard, some of it's going to go away. For instance, if a garage is built on the Bedford lot, we'd have to take the *Pay & Display* out of there because we wouldn't need it anymore. But, you can't build parking garages on the street, so I don't see any of the changes we're making there going away. I don't believe it's all going to be for naught, but one of the reasons we wanted to keep the cost down was because we knew that maybe at some point some of these things are going to be supplanted, if you will, by the results of a long term plan.

Alderman O'Neil asked Brandy, have we done, not necessarily a detailed, but any financial summary or outlook of implementing this program versus moving forward with the long-term fix? My opinion is I happen to believe the long-term solution is building a garage at the Bedford lot. We should be doing an RFP to go out for proposals and enter into a public/private partnership on that lot. That's my personal opinion. I believe that's the long-term fix. So I'm hearing numbers of almost half a million dollars to implement this program, plus annual revenues

from this program. Could those monies be put towards if there was a share to the City on any debt service or operating cost for a garage? Those funds could be possibly used for that. Have we taken a look at that at all?

Ms. Stanley responded Alderman, most of the cost for this, about \$350,000 of it, is the *Pay & Displays*, and I believe those *Pay & Displays* would stay in place, regardless of what happened in terms of a long-term solution. So, in terms of the outlay that we're making for short-term fixes that may or may not stay, it's actually fairly minimal and wouldn't be very much of a problem to take away. We do have in the budget, in our CIP account, \$280,000 for 35 *Pay & Display* meters, so that's going to defray a lot of the cost that we're going to be incurring to do this.

Alderman O'Neil stated but we haven't done a comparison that if we went out tomorrow an RFP to do the Bedford lot, and did not spend the \$280,000 already budgeted, that that could be budgeted for something else, towards the construction of a new garage. That's the comparison I'm looking for.

Ms. Stanley stated right, I understand. That's not something that we really considered honestly because the industry average for a parking garage construction you're looking at about \$20,00 and \$30,000 a parking space. You're probably not under any circumstances going to get...

Alderman O'Neil stated I can tell you that the parking garages that the private people are building around here aren't at that cost. So I don't know how accurate those numbers are. CMC just built a garage. St. Joe's down in Nashua built a garage. I don't believe it was at those costs. I believe it was significantly less. I do know the cost of pre-cast fluctuates and it's a timing issue. That's just my opinion. Secondly, I for one have been here when the Arena was opened. We jumped into a program that had parking till ten o'clock at night. We jumped into a program that had parking on Saturdays, and we couldn't move back quick enough. So I for one am very hesitant about entering into any changes regarding parking with the Verizon. The deal is the deal. There are some good things in it for the City. There are some bad things. And the same can be true of the operator of the Arena on behalf of the City. Some people might say it's not a good deal for either party. So I for one am very cautious about making any changes that would affect the Arena. The Arena is successful. It's setting records for attendance. People are spending money in the downtown. People are investing in their buildings in the downtown, paying more in property taxes in the downtown. So, I'm very, very cautious about making any changes that affect those that attend the Arena. The deal is the deal, whether you believe in it, don't believe in it, right or wrong. The deal's the deal. I'm a little concerned as Alderman Lopez is about now bringing the Fisher Cats into this deal and would like to move cautiously with that. The

majority of the problem in the Millyard lies between where Granite and North Commercial come out to Canal Street, I guess. That's where, in my opinion, the problem lies. I think you've made some great recommendations here. I know you've reached out to some people by my request two or three times. I hope they're okay with this. So I think that's where we need to concentrate. Thank you, Mr. Chairman.

Alderman Roy stated Brandy, looking at the green section of the chart, you stated there was a 97% occupancy in that area, and we've always talked about the Bedford Street lot being the next future garage. Could you look into or when you come back to this Committee for further discussion, look into possibly, I know it as the Schaer Shoe lot, the lot north of Fratellos, as to whether that would be suitable for a deck, or possibly that public/private partnership since it is in the highest occupancy zone. Did I say that quick enough, Mr. Chairman?

Chairman Osborne stated I'd like to thank you, Brandy.

Alderman Shea stated Brandy, we did hear some editorializing about the Civic Center. I happen to be one, a deal is a deal, but if you can get a better deal for the City, I say look into it and not be deterred by the fact that a deal is a deal. I think that we should look out for the people in Manchester who pay higher taxes than industrial and commercial properties on Elm Street. And I think that it's important that we look at all aspects, whether the Committee agrees or not. We all have one vote, but it shouldn't preclude you from looking at it. And I think that that's very significant, because if we just close our minds to certain things, then we're not being creative, we're not challenging what should be coming about as far as the City is concerned. It may result in not following through and not being advantageous to all parties, and I don't think we should proceed in that case. But if it's advantageous and it doesn't deter from any kind of parking at this time, then I think that we should look into it. And that's my opinion, and I thank you for listening.

Chairman Osborne stated Brandy, I don't think we're going to be coming back the 19th; I think it's going to be the 5th or the next first Tuesday of the Board meeting.

Deputy City Clerk Johnson stated the Board is not meeting until the 10th of July, so it will be sometime that week.

Chairman Osborne stated thank you very much. I guess you can bring it all back then.

Chairman Osborne addressed Item 9 of the agenda:

9. Report from Police Department regarding tasers.

Chairman Osborne stated I'd like to refer this to the 10th of July.

Alderman O'Neil stated Mr. Chairman, just on that item real quick. Is Brandy going to get us a package sometime over the next few weeks?

Chairman Osborne responded yes. Can we defer that #9 to the tenth of July? Do we need a motion on it?

Deputy City Clerk Johnson responded we can just defer it.

Alderman Roy stated could I add to that report just a request that the Chief and his Deputies put together a priority list as well as if they could provide us with copies of what was presented to the Mayor as their priorities for the CIP budget, this past budget session. And if you could just forward that information out by courier, so we'll have it for the next meeting.

Chairman Osborne asked did you get that, Deputy Chief?

Deputy Chief Lussier responded yes, we've already spoken.

Chairman Osborne stated we're all set on that. Thank you. I want to get the...first of all I just want to go to the tables items. I just want to pull one off the table if I could.

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to remove Item 12 from the table.

Chairman Osborne addressed Item 12 of the agenda:

12. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
(Tabled 05/15/2007 pending information from Police Department)

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to receive and file this communication.

Chairman Osborne addressed Item 10 of the agenda:

10. Traffic Department agenda with addendum:

No Parking Anytime Emergency Ordinance:

On Foch Street, east side, from a point 320 feet north of Hanover Street to a point 30 feet northerly
Alderman Pinard

No Parking – Live Parking Only During School Hours

On Hayward Street, north side, from Jewett Street to a point 160 feet east
On Jewett Street, east side, from Hayward Street to Merrill Street
On Merrill Street, south side, from Jewett Street to a point 160 feet east
Alderman Shea

Rescind No Parking Anytime:

On Lowell Street, north side, from a point 95 feet east of Maple Street to Malvern Street
Alderman Duval

No Parking During School Hours:

On Merrill Street, south side, from a point 180 feet east of Jewett Street to Woodman Street
Alderman Shea
On Lowell Street, north side, from a point 95 feet east of Maple Street to Malvern Street
Alderman Duval

Rescind No Parking 7 am-3 pm Monday – Friday

On Jewett Street, east side, from Hayward Street to Merrill Street (Ord. number not assigned)
Alderman Shea

Rescind No Parking During School Hours:

On Merrill Street, south side, from Jewett Street to Woodman Street (Ord. 8033)
Alderman Shea

No Parking Anytime:

On Youville Street, west side, from Kelley Street to a point 165 feet north
Alderman Forest

Rescind No Parking Handicap Zone – Handicap Parking Only

On Merrill Street, south side, from a point 155 feet east of Jewett Street to a point 20 feet east (Ord. 8303)
Alderman Shea

Accessible Parking Spaces:

On Youville Street, west side, from a point 165 feet north of Kelley Street to a point 50 feet northerly (2 spaces)

On Youville Street, west side, from a point 310 feet north of Kelley Street to a point 50 feet north
(2 spaces)

Alderman Forest

On Merrill Street, south side, from a point 160 feet east of Jewett Street to a point 20 feet east

Alderman Shea

Rescind Stop Signs:

On Lacourse Street at Rhode Island Ave., NEC (Ord. number not yet assigned)

On New York Street at Rhode Island Ave. SWC (Ord. number not yet assigned)

Alderman Duval

Stop Signs:

On Rhode Island Ave. at Lacourse Street, SEC, NWC

On Rhode Island Ave. at New York Street, SEC, NWC

Alderman Duval

4-Way Stop Signs (Enright Park):

On Lincoln Street at Laurel Street, SEC, NWC

Alderman Osborne

On Merrimack Street at Lincoln Street, NEC

Alderman Duval

On Merrimack Street at Lincoln Street, SWC

Alderman Osborne

Rescind No Parking Anytime:

On Mammoth Road, east side, from a point 1260 feet south of Bridge Street to a point 225 feet south (Ord. 3267)

On Mammoth Road, east side, from a point 1840 feet south of Bridge Street to a point 60 feet southerly (Ord. 7711)

On Mammoth Road, both sides, from Bridge Street to a point 790 feet south (Ord. 3266) Alderman Duval

No Parking Anytime :

On Mammoth Road, west side, from Bridge Street to a point 790 feet south

On Mammoth Road, east side, from Bridge Street to a point 1252 feet southerly

On Mammoth Road, east side, from a point 1435 feet south of Bridge Street to a point 108 feet southerly

Alderman Duval

Parking For Motorists Only (May 1st through November 1st):

On Mammoth Road, east side, from a point 1435 feet south of Bridge Street to a point 183 feet southerly

Alderman Duval

Stop Signs :

On Minot Street at Lake Shore Road, SWC

Alderman Pinard

On Thomas Street at Kevin Street, SEC, NWC

Alderman Garrity

Stop Signs - 3-Way (Harriman Park):

On Hall Street at Central Street, NWC

Alderman Osborne

Stop Signs – Emergency Ordinance; during construction only:

On the Rines Center rear driveway at Langdon Street – NEC,NWC

Alderman Long

No Parking Loading Zone:

On Hall Street, west side, from a point 35 feet north of Silver Street to a point 25 feet north

Alderman Shea

On motion of Alderman Roy, duly seconded by Alderman Shea, it was voted to approve the regulations.

Alderman O’Neil was recorded as opposed to the stop signs stating I’m opposed to all the Stop signs. I just am. I’m opposed to all the Stop signs.

Chairman Osborne stated Alderman O’Neil, you concurred the other evening that it was okay to put these type of things at parks and...

Alderman O’Neil stated Crosswalks, not Stop signs, I concurred.

Chairman Osborne stated well Stop signs also are needed.

Alderman O’Neil stated we’re becoming the city of Stop signs.

Chairman Osborne stated not really. Just in the places that are needed. The elderly and the children and so on. But that’s okay.

Alderman O’Neil repeated I’m against all the Stop signs. I think they’re unnecessary.

11. **Discussion:** Pedestrian Crosswalk Policy with Federal Highway Administration Crosswalk Design Report submitted by J. Hoben.

Alderman Roy stated #11 and I believe I can make this quick.

Chairman Osborne stated oh, crosswalks. Can we postpone that till the 10th?

Alderman Roy stated I personally think we can. We've already voted twice on this.

Chairman Osborne stated but we want to talk about the piano keys again, right?

Alderman Roy responded no, I really don't, actually!

Chairman Osborne asked you still want to go with hash marks?

Alderman Roy responded yes. As I said in our last meeting, taking the lead from the Chairman, driving around the City, I think we need one single type of...

Chairman Osborne stated well we would be with the piano keys. One single thing.

Alderman Roy stated well, I disagree with the report, or found in the report where the diagonals/hash marks are the most effective. We purposely put \$61,000 in that budget for that purpose, and I'll be the first to say that we should be staying consistent with the vote we've already taken.

Chairman Osborne stated well I think we need a little more discussion on it, so why don't we just move it till July 10th.

Alderman Roy stated if you won't accept a motion, that's fine. We voted twice. Can I ask, now that we're into the middle of the season, are crosswalks being painted, and if so, how are they being painted and what type they're being painted?

Mr. Hoben responded your crosswalk installations have been postponed until we find out which crosswalk design we'll be using.

Chairman Osborne asked can we be doing the parallel lines in the meantime or would you rather hold off on that as well? Forgetting the hash mark situation or the piano keys. What about the regular crosswalks for parallel lines only? Can those be done?

Mr. Hoben responded if it does go towards the piano keys then it becomes a problem ...

Chairman Osborne stated in other words, we want to let them fade out. Is that it? You want them to fade away.

Mr. Hoben stated that would be the way to go.

Alderman Roy stated Mr. Chairman, with all due respect, this Committee has voted previously. It was not liked by the Traffic Director or the Division because they couldn't fund it. We funded it in our last budget and now we're putting people in jeopardy because nothing is being done at all.

Chairman Osborne asked Mr. Hoben, what is your feelings between the...I don't want to put you on the spot. What's your feelings between the piano keys and the hash marks? What do you think is the most visible, less paint and less maintenance?

Mr. Hoben responded from the study I submitted that the Federal Highway did back in '88 it suggested that the piano keys are the most visible at the crosswalk.

Alderman Roy stated so the statement of Chapter 4b, Sidewalk Design Guidelines and Existing Practices, Figure 4-43, diagonal markings enhance visibility, directly below the piano keys and above the hash marks. You're saying that this report which you provided to us...

Mr. Hoben stated if you read in the paragraph on page six.

Alderman Roy asked what section is that of the report?

Mr. Hoben responded it's right below the design of the crosswalks, in the paragraph.

Alderman Roy stated they're all numbered. It's 4.45 or 4.46. I don't have page numbers, Jim. I've got a computer screen. Okay, could you tell me where in that paragraph you're assuming piano keys are more visible?

Mr. Hoben stated it reads in the study. A study by Noblich, Teston-Smith and Patruka (1988) on the ladder design, shown in Figure 4-42, to be the most visible type of crosswalk marking for drivers.

Alderman Roy stated and the following statement, Diagonal striping can also enhance the visibility of a pedestrian crossing.

Mr. Hoben stated right. It's stated twice that's the most visible type.

Alderman Shea stated may I add that I went to Danbury, Connecticut – very visible. I went to Ogunquit, Maine. Piano – very visible. I went to Berwick, Maine. Piano – very visible. I wasn't sold on it, but when you go around they are markedly different. I mean, I never knew that piano keys could be so visible.

Chairman Osborne stated they're not that visible, really. You keep saying that.

Alderman Roy stated I will acquiesce to get something done.

Chairman Osborne stated okay, well, do you want to take a vote? Do we have enough for a vote here? Do you want to take a vote on which way...what we're going to do here to get going with the traffic?

Alderman Long asked what are we voting on?

Chairman Osborne responded I don't know. Mr. O'Neil?

Alderman Roy stated table it till the next time. We're not going to get it done here.

On motion of Alderman Shea, duly seconded by Alderman Long, it was voted to table this item until the July 10th meeting.

TABLED ITEMS

13. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.
(Tabled 5/15/07 pending report from Alderman Smith)
This item remained on the table.

14. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006;)
This item remained on the table.

There being no further business, on motion of Alderman Long, duly seconded by Alderman Shea, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee